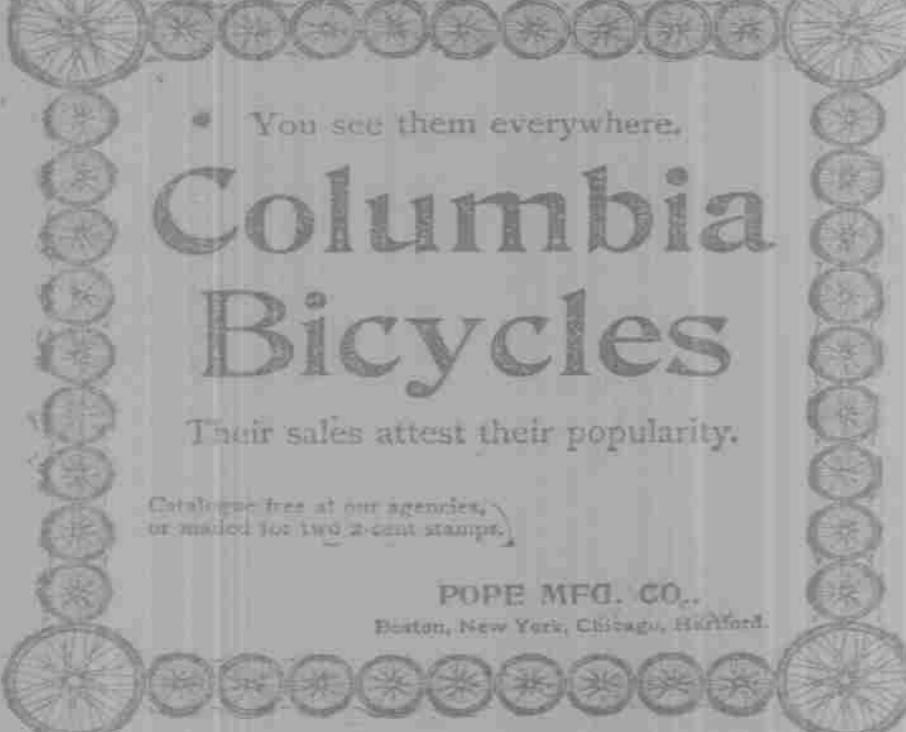


# SMOKE

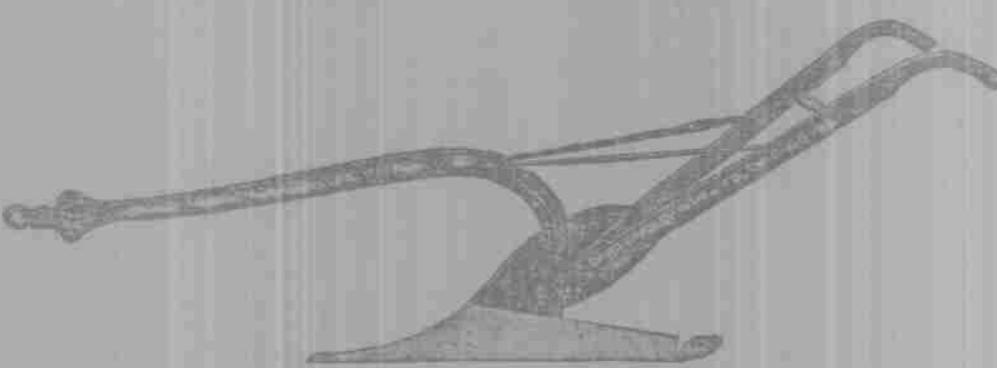
Commercial,  
Legal Tender,  
MANUFACTURED BY

**BRODERSON BROS.,**  
718 KANSAS AVENUE.

Little Dot,  
AND 718.



GRIGGS & AXTELL,



Hardware, Implements, Stoves and Tinware,  
205 WEST SIXTH AVENUE

**NORTH TOPEKA.**

Items of Interest from the North side of  
the River.

Will Bowen is home from the university  
for his spring vacation.

Mr. and Mrs. W. C. Sly have moved  
their residence to 1019 Central Avenue.

J. E. Crockett and W. H. Lockhardt are  
expected home from Salt Lake City to  
night.

Major E. N. Morell was a visitor on  
this side yesterday and called on R. B.  
McMaster, who is an old acquaintance.

Mister Perry Ward has received a new  
"Little Wonder" piano banjo from  
Philadelphia, of which he is justly  
proud.

An "April Fool" social is the latest  
form of entertainment promised by the  
Fraternity of Honor, A. O. U. W., for Saturday  
night.

An athletic club is in process of organiza-  
tion on this side and about fifty signatures  
have been obtained to a paper circu-  
lated in that interest.

Mr. and Mrs. E. P. Hills of Hamil-  
ton are visiting the family of A. J.  
Kings for a few days while en route to  
California. Mrs. Hills is a sister of Mr.  
Kane.

A reception was given Rev. J. R. Mad-  
dison, the new pastor of the Kansas  
Ave. M. E. church last evening. A good  
number turned out to welcome him to  
his new field of labor.

The Young Peoples' Society of Chris-  
tian Endeavor gave a "senses" social at  
the home of Mrs. A. J. Arnold last even-  
ing. The prize winners were Miss Anna  
Ward, Mr. J. W. Fosher and Mr. Frank  
Whittier.

Five dinner and tea sets sold on the  
installment plan at W. H. Wood's, 835  
Kansas ave.

Call at F. H. Mann's, 905 Kansas ave.,  
and see the "Double," the latest novelty  
in photography.

J. H. Fouche will sell you a full leather  
top buggy with a \$10 harness for \$75  
spot cash.

Take your prescriptions to A. J. Arnold  
& Son, 835 Kansas ave. Established 1870.  
Leave orders for bakery goods at St.  
Louis bakery, 1005 Kansas avenue.

A complete line of homoeopathic reme-  
dies at A. J. Arnold's & Son.

Go to Henry's for all kinds of pump  
repairs, 835 Kansas avenue.

Beston prices on pumps at Henry's,  
835 Kansas avenue.

Two loaves of bread for a nickel at Ed  
Buechner's.

Blue Bell Buttercup ice, Silver Churn  
ice per lb., at Ed Buechner's meat mar-  
ket.

A report comes from Des Moines,  
Iowa, that John A. Miller has been con-  
victed at that place of obtaining prop-  
erty under false pretenses and that sen-  
tence is withheld pending a motion for a  
new trial. Miller is well known here  
having conducted a shoe store on this  
side in the early 80's. His old acquaint-  
ances are not surprised. He is a brother  
of Bradford Miller.

Little Miss Clara Rigsby and Master  
Harper Rigby were very pleasantly sur-  
prised Tuesday evening, by about twenty  
of their little playmates. The occasion  
being Miss Clara's and Master Harper's  
birthday. Many very pretty presents  
were received by the little folks, and all

**MEND THE PAVEMENTS.**

Why Does Engineer Kingman Per-  
sist in Recommending Brick?

**TO PATCH HOLES IN THE ASPHALT.**

A General Opposition to the Make-  
shift Propositions of the Engineer—  
Are the Brick Manufacturers Try-  
ing to Work a Deal?

The extreme devotion with which some  
of the city officers of Topeka champion  
the interests of vitrified brick for paving  
purposes in preference to asphalt and  
everything else, is rather remarkable.

For nearly a year the cause of the  
brick men has been brought forward on  
various occasions by some city officers,  
chief among whom is City Engineer

Lewis Kingman. On the 23d of last  
August Mr. Kingman in a communica-  
tion to the city council, recommended  
that "In places where it is necessary to  
renovate the asphalt pavement it would be  
adviseable to lay brick." It has become  
quite evident that brick endures  
longer than asphalt and it seems likely  
that the interests of the city would be  
better served with brick.

On other occasions prior and subsequently, and in  
his daily intercourse with councilmen  
and citizens, Mr. Kingman never loses an  
opportunity to speak a good word for  
brick paving in preference to asphalt,

and to use his influence in this direction.  
Only yesterday Mr. Kingman made to  
Councillor Fulton the proposition that on  
East Fifth street, where the pavement  
is in some places sadly in need of re-  
newal, it would be advisable to lay brick.

Why these persistent recommendations  
of brick when the people want the  
asphalt streets preserved. Imagine  
streets paved alternately with brick and  
asphalt. It would indeed be a beautiful  
sight. An immense piece of patchwork  
which every citizen would be ashamed  
to show to strangers.

Such devotion, carried close to the  
point of the ridiculous, in the interests  
of a pavement which is both unsuited for  
heavy traffic and objectionable for  
driving purposes, certainly puts Mr.

Kingman in a curious light. Is There Too Much Pavement?

Do the several brick companies of Topeka  
have too much "influence" and too  
strong a "pull" on some city officials?  
(Not Mr. Kingman alone.) Those who  
profess to believe these whispered rum-  
ors say the long delay in repairing the  
asphalt has been simply a part of the  
scheme to "let it wear out" in order that  
brick pavement may be substituted.

Mr. P. L. Bodenbaker's powerful letter drew  
the inference that there is a brick  
scheme, and many will agree with him.

Mr. Kingman's estimates for keeping  
the asphalt pavement in repair have al-  
ways been large, from \$3,000 to \$10,000  
a year. They are so large that other city  
officers have termed them "inflative,"  
and the mayor says they are "visionary."

It is believed that these large estimates  
have had a tendency to frighten the  
councilmen who control the deficiency-  
threatened treasury into the belief that  
the city is too poor to make the re-  
pairs.

The communication of Engineer King-  
man of August 23d, from which the ex-  
tracts noted above are taken was never  
read to the city council. It was "suppressed"  
by Mayor Jones who did not want the  
subject of paving repairs agitated at  
that time, as the city was hardest pressed  
financially of any time for several  
years.

The communication reads in full:

"I have a letter from the chief engineer  
of the board of public works of Buf-  
falo, N. Y., in which he says the total  
number of square yards of asphalt paving  
on which the five year guarantee had  
expired was 36,648. On this the city  
expended \$17,004.17 for repairs. This is  
4.9 cents per square yard per year. At  
this rate it would cost Topeka \$8,493.60  
per year to keep our pavement in repair.

It is likely there is more and heavier  
traffic in Buffalo than in Topeka, which  
would make some difference in our re-  
pairs.

"I would suggest that on some streets  
where the asphalt has had to be renewed  
nearly every year for the past three  
years it would be advisable to renew  
with brick. One course of brick on sand  
would cost not to exceed \$1.05 per square  
yard, while the Barber company charges  
\$1.75 per yard. It has become quite ev-  
ident that brick endures better than as-  
phalt and it seems likely that the inter-  
ests of the city would be better served by  
brick."

**A Conference.**

Councillor J. T. Fulton of the Fifth  
ward said today that it was a disgrace  
that the asphalt streets of Topeka had  
received so little attention, and he  
promised to see that the matter is  
brought up at the next council meet-  
ing.

Mr. Fulton, City Attorney Tillotson  
and City Engineer Kingman had a con-  
ference yesterday in the presence of a  
JOURNAL reporter regarding the proper  
steps to take towards repairing the pave-  
ment.

"Have there been any repairs made  
since the warranty expired?" asked Mr.  
Fulton of the engineer.

"Only what native asphalt has been  
put down by John Bradley. You re-  
member the council authorized Mr.  
Bradley to test his asphalt under my di-  
rection."

"What do you think of this native as-  
phalt?"

"I hardly like to say. It may be good

asphalt but I don't know whether it is or  
not. It is improperly laid. Mr. Bradley  
burns it and takes much of the strength  
out of it. The Barber asphalt people  
have made the same mistake in many  
places."

"What do you think ought to be  
done?"

"I have given the council my written  
recommendation several times, but no  
attention has been paid to them. Of  
course the pavement should be repaired.  
In some places the whole coating should  
be taken off and it would be cheaper to  
substitute brick. In the blocks between  
Fourth and Eighth streets a brick pave-  
ment would last seven years, where the  
asphalt has only worn four years.

"Did you read that letter in the Jour-  
nal from Mr. Bonebrake? I thought it  
was pretty sensible."

"Yes. It was a good letter."

Mr. Fulton said: "I want to bring this  
thing before the council in some tangible  
form so that the city clerk can be  
authorized to keep the pavement it re-  
pairs." The result was that Mr. Ang-  
us agreed to have the necessary esti-  
mates before the city council to act upon.

**Who Pays For It?**

One feature of the pavement repairs  
which the city council will have to grapple  
with is the manner in which the ex-  
pense of repairing the pavement shall be  
met. Shall it be paid by the property  
owners along the paved streets, or by the  
city at large?

City Attorney Tillotson says this point  
is liable to involve the city in the  
biggest lawsuit it ever had. He says the  
laws were amended in 1889 or  
1890, so that the cost of repairs can be  
borne by the adjacent property owners,  
at this point. City Attorney Tillotson  
differs with him. He says the pave-  
ments are as much used and as much  
due to the citizens at large as the resi-  
dents along the paved streets, and that  
if any effort is made to tax for this pur-  
pose only those living on the paved  
streets, the city can be beaten in the  
suit.

**The Engineer's Recommendation.**

Engineer Kingman will submit to the  
city council at its next meeting, the fol-  
lowing recommendation, which is in substance  
the same as one submitted last  
August, upon which no action was taken:  
to the Honorable Mayor and Council:

**GENTLEMEN:**—I would again respectfully  
call your attention to the asphalt  
pavement. At present we have 39,510  
square yards. Of this amount the five  
years which the company agreed to  
keep it in order expired on 138,200  
square yards November 8th, 1892, leaving  
55,810 square yards on which the  
guarantee expires December 7th of this  
year. It will cost the city \$4,000 each  
year to maintain this paving. If allowed  
to take care of itself for a year or two  
the entire surface will have to be re-  
paired on all the business streets at a  
cost of \$100,000. The ordinance pro-  
viding a tax levy should provide  
means for keeping the pavement in re-  
pair. Respectfully submitted,

Lewis Kingman, City Engineer,  
Opposed to Brick.

Ex-Street Commissioner Albert Hopkins  
ridicules the idea that brick pave-  
ments are superior to asphalt for heavy  
traffic or any other kind of traffic. Mr.  
Hopkins says, "I have seen brick  
pavements done good service. In point  
of service it has been above many proposi-  
tions, and a little repairing now and  
then is all that's needed to make it good  
for many years yet. It makes me tired  
to hear people talk about brick being  
superior for heavy traffic. I live at Topeka  
avenue. When I was street com-  
missioner every time a circus went over  
we would have to follow behind and  
make repairs. The circus wagons broke  
the bricks all to pieces. Heavy traffic  
doesn't do a thing to brick pavements."

**TO ENTERTAIN THE WOMEN.**

**Republican Ladies to Hold a Meeting to  
Make Arrangements.**

The ladies of the Topeka Women's  
Republican association will hold a mean-  
ing tomorrow afternoon at three o'clock  
at Lincoln Post hall to make arrange-  
ments for the coming state convention of  
Women's Republican clubs.

At this meeting tomorrow afternoon  
the ladies will arrange for securing a  
hall in which the state convention will  
be held next Thursday, April 3d. Dele-  
gates will be chosen to the state conven-  
tion, and it is desired that all the mem-  
bers of the local association should at-  
tend the meeting.

**The Age of Pneumonia.**

Slight attacks of cold often develop  
into pneumonia. Statistics show that  
this disease is rapidly increasing in our  
country, and is generally accompanied  
by fatal results. Cubeb Cough Cure will  
prevent pneumonia if taken in time.  
Sold by Roway Bros.

**OXFORD MADRAS INDIA**

Shirtings at

TOPKA SHIRT MFG. CO.

# Capital Grocery, POPULAR LOW PRICE GROCER.

109 E. 6th t.

Phone 308.

Beating time—beating hard times too—beating  
them by making prices so low that a little money goes  
as far as a good deal used to. Here are some "notes"  
that will sound harmonious to the ear—prices for this  
week—show this to your next door neighbor:

100 boxes Water Queen Soap, 9 bars	25¢
250 cases Peas, good goods, per can	5¢
500 cases Garrison's Corn, no better, per can	7¢
100 cases Black or White Cherries, per can	15¢
1000 pails Jelly, large and full weight	40¢
800 pails Syrup, full 2 gallon	45¢
500 pails Sugar Dip Syrup, 3 gal. pail	75¢

We lead, others follow. Here are a few of the  
notes that strike consternation to the hearts of rivals  
and competitors:

26 lbs. Extra C Sugar	\$1.00
8 lbs. Dried Currents	25¢
4 lbs. Large Prunes	25¢
5 lbs. Large Grapes	50¢
2 lbs. Fall Cream Cheese	25¢

**SUGAR** We are unloading a car today, (it's cheapen-  
Come in and order all you want.

3 cans Red Salmon	25¢



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